

CLASSIFICATION SECRET		
COUNTRY	East Germany	REPORT
TOPIC	Neuruppin Airfield	
EVALUATION	PLACE OBTAINED	638555 25X1
DATE OF CONTENT		
DATE OBTAINED	2 August 1954	25X1
REFERENCES		
PAGES	ENCLOSURES (NO. & TYPE)	25X1
REMARKS	This is UNEVALUATED	

25X1

1. The following air activity and aircraft were observed at Neuruppin airfield between 23 June and 7 July 1954:

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23 to 25 June. Although the weather was favorable, there was no air activity except on 25 June between 0900 and 1130, when dives were made from an altitude of 1,500 meters and at an angle of 40 to 50 degrees at unidentified targets on the landing field. The aircraft pulled out of their dives at an altitude of 700 meters and then climbed again to make a new approach. After each take-off, 6 dives were made.

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29 June. Between 0815 and 1430, individual flights were made over the clouds. Before landing, all of the aircraft approaching from the east flew through the clouds approximately over the radar set, then made a short local flight under the clouds and landed from east to west. Aircraft were involved in air activity.

25X

30 June. After 0800, there was intensive air activity. In addition to flights in elements of two, mostly high-altitude flights and firing at ground targets were practiced as on 25 June. When the first aircraft climbed while flying a left bank, the second aircraft dived. Firing was apparently practiced only with the cannon fitted under the right side of the nose.

2 July. Between 0945 and 1600, MiG-15s and U-MiG-15s mostly made high-altitude flights for 35 to 40 minutes and at altitudes of 6,000 to 8,000 meters. A Yak-11 presumably made instrument approaches at a beacon. At an altitude of 1,200 to 1,400 meters, the aircraft flew in level flight over the small temporary building located 10 meters west of the radar set. The aircraft first flew from west-northwest to east-southeast, then made a large left bank from the east-northeast to the west-southwest.

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at the same altitude, and subsequently flew over the aforementioned temporary building in level flight. This air activity lasted for about 1 1/2 hours. During this period, the Kniferest-type radar set was in operation.

3 July. High-altitude flights in elements of two were made at an altitude of 5,000 to 6,000 meters.

4 July. Throughout the day, no air activity was observed at the field. Twenty-three MiG-15s and U-MiG-15s, 4 Yak-11s, 4 Po-2s and 1 Yak-18 were counted from Wittstocker Allee.

5 July. Between 2020 and 0400, flying was continuously practiced by MiG-15s and U-MiG-15s. A MiG-15 towing a sleeve target on a 120-meter-long rope at an altitude of between 1,500 and 2,000 meters crossed over the southern edge of the field while giving twice a light signal with its landing lamp. Thereupon, 3 searchlights including 2 located in the area south of Altruppin and 1 in the area north of Krasnalin, flashed up and radiated their light on the sleeve target. The target was attacked by an aircraft which approached from the right rear at the same altitude as the towing aircraft and at an angle of about 30 degrees, and gave 1 short burst of fire. Each burst of fire consisted of 3 to 5 rounds. After the first attack, the attacking aircraft pulled up to the right and then repeated the attack in the same manner. After the third attack, the searchlights switched off.

6 July. Beginning at 0400, firing at ground targets, air attack exercises at an altitude of about 3,000 meters, and flights in formations of 4 aircraft at altitudes between 5,000 and 6,000 meters were made throughout the day. Between 2020 and about 2400, firing at airborne targets was practiced as on the preceding day, with searchlights being in operation.

7 July. Between 0830 and 1400, firing at airborne and ground targets was practiced in the described way.

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2. During the air activity conducted by MiG-15s and U-MiG-15s during daytime and at twilight, the Kniferest-type radar set rotated regularly and slowly in a counter-clockwise direction. During the instrument approach flights at a beacon by a Yak-11 on 22 July, MiG-15s were simultaneously aloft. Therefore, it could not be determined whether the radar set also operated with the Yak-11.
3. Motor vehicles observed entering and leaving the field
4. Between 20 and 28 June, there was little air activity at the field. On some days, no flights were made. On various days up to 9 July, there was intensive air activity including high-altitude flights firing at airborne targets and steep gliding attacks at a ground target probably in the middle of the landing field. Night flying was observed on 3 July between 0040 and 0200, on 5 July between 2115 and 0130, and on 6 July between 2200 and 0245. Firing at towed sleeve targets was practiced while searchlights were in operation. On 10 and 11 July, no flights were made because of heavy rain.

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5. Ten crates with jet engines arrived at Neuruppin railroad station at 1530 on 1 July. Five of the crates measured only 1.4 x 1.4 x 1.4 meters and probably contained engines without the extension tube.¹
6. An alert status was declared for the aircraft, aircraft crews and all Soviet Army troops in Neuruppin military post on the occasion of the 17 June. Married Soviet Army troops who were quartered in the town had to return to their units at 2100 on 14 June. 3

7. Between 23 and 29 June, there was very little air activity at the field. Between 0800 and 1500 on 30 June, 6 to 8 MiG-15s and U-MiG-15s made flights of about 30 minutes duration, in particular dives at an unidentified target in the northern section of the field. On the first days in July, there was no air activity on 4 July. On this day, 4 MiG-15s were parked on alert on the eastern turning apron of the runway, 20 to 22 MiG-15s or U-MiG-15s and 1 Po-2 were in front of the hangars. On the other days, firing at towed sleeve targets and dives were mostly practiced. On 5 July, there was firing at towed sleeve targets in the Zippelsforde-Wulkow area at an altitude of about 800 meters. The sleeve target was towed by a U-MiG-15 which circled widely over the area. During a circular flight, the sleeve target was attacked 3 or 4 times from a MiG-15 approaching from the right rear and at a slightly higher altitude than the towing aircraft. After firing, the attacking aircraft flew over the sleeve target. On 4, 5 and 6 July, night flying was practiced, in particular firing attacks at towed sleeve targets. On 10 July, no activity was conducted at the field because of continuous rain. 1

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1. Comment. The fighter regiment at Neuruppin airfield continued large scale air activity. Aircraft [] is reported

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2. Comment. The Kniferast-type set is located at the Klappgraben ditch. Instrument approach flights at beacons were reported previously. []

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